

FIRST DRAFT – 12-09

Washington State Scenic and Recreational Highways Strategic Plan 2010-2030

Highways and Local Programs Division



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Executive Summary

Washingtonian's value their scenic and recreational resources and want to ensure they are preserved for generations to come. The sections of state highway addressed in this Plan offer an opportunity to maximize resources. Scenic and Recreational Highways have been identified over time as the most important access routes to the most scenic and best recreational resources Washington has to offer. Figure 1. shows these sections of state highway. This strategic plan helps to identify opportunities for partnerships to ensure preservation and enhancement of these spectacular and diverse landscapes, including scenic, natural, recreational, cultural, and historic resources.

What is the purpose of the Strategic Plan?

This Plan establishes goals and performance measures consistent with the state's transportation policy goals (RCW 47.04.280), and

- Provides guidance to WSDOT programs
- Informs other planning efforts such as the Washington Transportation Plan
- Provides heightened awareness of the value of the state scenic system
- Fulfills the need to include a Scenic and Recreational component to the Multi-Modal Transportation Plan as required by state law (RCW 47.06).

Citizens' comments played a major role in determining the Plan's direction

Public participation was an instrumental in defining the goals and performance measures for the Scenic and Recreational Highways. The Washington State Department of Transportation (WSDOT) sought input from citizens across the state, representing interest groups for specific Scenic and Recreational Highways, local and regional agencies, tribes and others in order to build the Plan.

What are the goals for Scenic and Recreational Highways?

Performance measurement is a priority for the Governor and WSDOT. The Scenic and Recreational Highways are part of the state transportation system and all associated programs and efforts must be consistent with the five Transportation Policy Goals described in state law (RCW 47.04.280). This Plan establishes goals and performance measures for three of the State's five transportation policy areas including:

- **Safety:** *Increase traveler safety and traveler services on Washington's Scenic and Recreational Highways.*
- **Mobility:** *Enhance public access to scenic and recreational resources associated with the State's Scenic and Recreational Highways.*
- **Environment:** *Plan for, protect and preserve scenic and recreational resources associated with the State's Scenic and Recreational Highways.*

The Plan identifies statewide needs

Unfunded statewide need for projects that support the goals for Scenic and Recreational Highways has been identified and listed in **Appendix A** of this Plan. A map of the portions of the state highway system identified in state law as Scenic and Recreational Highways is shown in Figure 1. of this Plan.

Figure 1. Washington State's Scenic and Recreational Highways



Section 1: Introduction

Washington residents value scenic and recreational resources

This Plan process and public comments we collected confirmed that Washingtonian's value their scenic and recreational resources and they want to ensure they are preserved for generations to come.

Approximately 4,000 miles of the more than 7,000-mile state highway system make up Washington's Scenic and Recreational Highways - some of the most breathtaking scenery and recreational opportunities in the entire country. See Figure 1. This part of the larger state highway system, called Scenic and Recreational Highways, was originally identified by a "visual assessment" or corridor review process conducted first in the 1960's. Over time, the state legislature has added new segments of state highway with the most recent Scenic and Recreational Highway addition of the Washington State Ferry system during the 2009 legislative session.

Scenic and recreational highways are the primary access routes to the most scenic and best recreational resources Washington has to offer. This Plan for Washington's Scenic and Recreational Highways helps to identify opportunities for partnerships to preserve and enhance these spectacular and diverse landscapes, including scenic, natural, recreational, cultural, and historic resources.

What is included in the Plan?

Consistent with federal and state planning requirements, the purpose is to develop a plan and implementation strategy for Washington's Scenic and Recreational Highways to ensure stewardship of the state's most spectacular and diverse landscapes, including scenic, natural, recreational, cultural, and historic resources.

The state law (RCW 47.06.050) calls for the Scenic and Recreational Highways Plan, an element of the Statewide Multi-modal Transportation Plan that identifies and recommends:

- Strategies for enhancing access to resources associated with scenic byways,
- Strategies for protecting, preserving, and enhancing these resources,
- Designation of scenic and recreational highways.

Who was involved in developing this Plan?

WSDOT worked together with a broad steering committee representing 18 agencies and organizations to develop the State Scenic and Recreational Highways Plan. The steering committee included participation from a broad group of state, tribal, local and regional agencies and organizations.

WSDOT recognizes that it will take the efforts of all these partner agencies and organizations to meet the transportation policy goals associated with Scenic and Recreational Highways. To ensure the goals are grounded in reality, WSDOT also sought public comments throughout the plan development process.

Citizens' comments played a major role in determining the Plan's direction

Public participation was an instrumental part of developing the goals and performance measures for the State's Scenic and Recreational Highways. WSDOT sought input from citizens across the state representing interest groups for specific Scenic and Recreational Highways, local and regional agencies, tribes and others in order to build the Plan.

WSDOT developed two background papers and related reports with public input and posted them to the WSDOT Scenic and Recreational Highways Web page for public comment. Each of these reports was made available for public review and each was discussed by the steering committee and WSDOT staff before being finalized. Throughout the nine-month plan development process, public comments were accepted via the website, e-mail, phone, and in letter form. In addition, a "list serve," or electronic discussion tool, was created for discussion and information sharing. WSDOT also hosted a series of public hearings across the state.

[Summary of public hearings to be added]

How is the Plan organized?

The plan is organized in four Sections:

Section I: Introduction: Background information on the Plan, as well as a summary of requirements.

Section II: Washington's Scenic and Recreational Highways Today: Summary of the status of the current system and a discussion of existing policies and partnerships.

Section III: Recommendations to Improve Scenic and Recreational Highways in Washington: Recommended goals, performance measures, and program focus.

Section IV: Implementation of the Plan: Ideas and guidance on how to implement the recommendations of the previous chapter

The Plan also includes reference to the two background reports.

What federal and state goals and policies influenced the Plan?

Planning and performance measurement

Performance measurement is a priority for the Governor and Washington State Department of Transportation. The Scenic and Recreational Highways are part of the state transportation system and all associated programs and efforts must be consistent with the policy goals described in state law (RCW 47.04.280):

- (a) Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- (b) Safety: To provide for and improve the safety and security of transportation customers and the transportation system;
- (c) Mobility: To improve the predictable movement of goods and people throughout Washington State;
- (d) Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and

- (e) Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

These policy goals are the basis for establishing detailed and measurable objectives and related performance measures.

Additionally, *Washington's Transportation Plan* calls for performance measures:

“Improved accountability is essential. Local, regional, and state transportation providers must base infrastructure investments on performance measurement and performance-based decision making to ensure the right projects are delivered when needed, and to maintain the public's confidence in government's ability to meet their needs.”

Regular monitoring and evaluation of these performance measures helps ensure that Scenic and Recreational Highways are better integrated into daily state agency operations. Benchmarking and performance measures also help document improvements throughout the state, providing data that can be used to describe progress toward the goals to the legislature and the general public.

Federal policy supports state level planning efforts

States are encouraged to designate scenic byways before they are considered for national designation, which also indicates a level of planning is necessary by the State. Both the US Code and Federal Highway Administration's (FHWA) 1995 Interim Policy support state strategic planning for scenic byways in that they distinguish between state and national scenic byways programs. Additionally, FHWA's Interim Policy identifies the role of states to include, “assuring that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan”.

Title 23, Sec. 162 USC is primarily focused on federal administration of the National Scenic Byways Program, but does not preclude strategic planning for state scenic byway programs or development of state strategies for implementing the National Scenic Byways Program. Title 23, Sec. 162 USC makes planning, design, and development of State programs eligible for grant funding under the National Scenic Byways Program. State law also recognizes that the federal Transportation Efficiency Act established the *National Scenic Byway Program* and specifically calls out its benefit to the State.

Section 2: Washington's Scenic and Recreational Highways Today

Why do we have a Scenic and Recreational System of Highways?

In 1990, the state legislature amended the State Scenic and Recreational Highway Act and found,

“Scenic and recreational highways are designated because of a need to develop management plans that will protect and preserve the scenic and recreational resources from loss through inappropriate development. Protection of scenic and recreational resources includes managing land use outside normal highway rights-of-way. The legislature recognizes that scenic and recreational highways are typically located in areas that are natural in character, along watercourses or through mountainous areas, or in areas with a view of such scenery.” [1990 c 240].

This legislative finding gives insight into reasons and priorities for Washington's Scenic and Recreational Highway System. Additionally, the *State Scenic and Recreational Highways Act* calls out several funding priorities including funding further development of the State's Program, signage, and bicycle and pedestrian connections.

What steps have been taken to meet requirements in state law?

In 1967, the state legislature enacted the *State Scenic and Recreational Highway Act* (referred to here as the Act) which established guidance for developing designation and maintenance criteria for Washington's Scenic and Recreational Highway System. The Act also calls for planning, design standards, and legislative approval of additions to the State's Scenic System.

As part of the Act, the state legislature provided that motor vehicle funds from the state highway construction budget may be used, if available, for specific elements including:

- Right of way acquisition
- Highway or roadway construction
- Access to scenic observation points
- Safety rest areas
- Highway landscaping
- Signs and markers

WSDOT has constructed a number of projects totaling over \$9 million in state funds from 1992 to 2008 that directly support the Scenic and Recreational Highway System. See **Appendix B**, for a map and table of state and federal projects associated with the Scenic and Recreational Highway System.

Who are the partners supporting Scenic and Recreational Highways?

WSDOT coordinates with a number of partner agencies and organizations. Representatives from each have participated in shaping the goals, performance measures, and strategies for improving Washington's Scenic and Recreational Highways.

Washington State Department of Transportation

WSDOT's role in Scenic and Recreational Highways is focused on managing the state's highways and includes working with partners to plan for and develop the system. WSDOT also commits one fulltime employee to provide technical assistance and help develop funding partnerships.

US Forest Service

The US Forest Service (USFS) has been an active and ongoing partner at the national, state and community levels as well as through the management of its own National Forest Scenic Byway program. Here in Washington, individual national forests connect with close to one-third of the designated Scenic and Recreation Highways. In a few cases, such as Sherman Pass and Columbia River Gorge National Scenic Area, USFS serves as the routes primary contact. Also, through the FHWA-funded Forest Highway Program, the agency has contributed about \$1 million per year over the last decade to highway enhancement projects most connected with the Scenic and Recreation Highways. WSDOT will continue to work with the Forest Service to maintain and strengthen this important partnership.

State Parks and National Park Service

Washington State Parks and the National Park Service have been important partners in developing the State's Scenic and Recreational Highway System. They have also participated in the Heritage Caucus held to discuss important historic preservation and other related issues during state legislative sessions. These agencies are also consulted when segments of state highway are being considered for designation as part of the State's Scenic and Recreational Highway System.

WSDOT will strengthen partnerships with State Parks and the National Park Service by working closely with them to develop design guidance and review and improve program criteria among other projects associated with Scenic and Recreational Highways.

Washington State Department of Commerce

Within the Department of Commerce, there are several offices that play important roles. The State Tourism Office, has been a primary partner to date and has developed a number of marketing and promotional efforts associated with Washington's Scenic and Recreational Highways including:

- Providing education and training opportunities for local byway interest groups.
- Developing websites, guides, and publications.
- Producing advertizing campaigns.
- Marketing a number of the State Scenic and Recreational Highways.

In addition to continued collaboration with the State Tourism Office, two other offices within Department of Commerce, Washington's Mainstreets Program and Washington's Office of Growth Management, have roles to play in planning, stewardship, and tourism for our State's Scenic and Recreational Highways.

Washington State Department of Archeology and Historic Preservation

The Department of Archaeology and Historic Preservation (DAHP) is Washington State's primary agency with knowledge and expertise in preserving Washington's historic and cultural resources – significant buildings, structures, sites, objects, and districts – as assets for the future. Historic preservation in many communities is recognized as an economic development tool. DAHP has helped to identify and provide technical assistance support for a number of projects on or near the State's Scenic and Recreational Highway system that in some cases, acquired National Scenic Byway grant funding.

WSDOT will continue the existing partnership and work to increase coordination with DAHP related to stewardship, planning, and tourism associated with the scenic system.

Washington State Department of Natural Resources

The Department of Natural Resources, the stewards of public land in Washington State, provide important information on rare species and biologically sensitive areas for governments to consider when developing land use and transportation plans. This information is being used along with information associated with historic and cultural resources, parks, reserves, and forests to develop a stewardship index. The index provides additional foundation and support for the State's Scenic and Recreational Highway System and may help determine stewardship priorities.

WSDOT will develop a stronger working relationship with Department of Natural Resources to help define strategies for protecting and preserving resources associated with the scenic system.

Tribal Governments

Tribal governments in Washington have been leaders in stewardship, planning, and tourism related to the State's Scenic and Recreational Highways. Several tribal governments participate in byway groups or serve as byway leaders for segments of the Scenic and Recreational Highway system and have developed a number of successful projects and improvements.

Through the WSDOT Secretary's Executive Order 1025.01 on Tribal Consultation, WSDOT is committed to government-to-government consultation with tribes on identified rights and interests. WSDOT will continue to provide technical assistance and increase coordination with tribal governments.

Regional Transportation Planning Organizations

In Washington, Regional Transportation Planning Organizations (RTPOs) include cities, counties, WSDOT, tribes, transit agencies, ports, and private employers in their membership. In summary, RTPOs are required by state and federal law to:

- Prepare a regional transportation plan.
- Certify that countywide planning policies and the transportation element of local comprehensive plans are consistent with the regional transportation plan.
- Develop and maintain a six-year regional transportation improvement program.

Most RTPOs do not currently consider Scenic and Recreational Highways in their transportation plans. WSDOT will work to provide information and technical assistance to help RTPOs incorporate discussion of these needs in their planning process.

Local Agencies

The 281 cities and towns and 39 counties, most of which conduct planning under Washington's Growth Management Act, are very important partners in developing Washington's Scenic and Recreational Highway System. WSDOT will work to strengthening the connection between local, regional, and state plans regarding the scenic system by providing information, resources, and encouraging formal ties between corridor management plans and other required state, local, and regional transportation and land use plans.

Local Byway Groups, Private and Non-Profit Partners

Local byway groups are key partners in Washington's Scenic and Recreational Highways. Many of the byway leaders are volunteers from the local business community. In many cases, they lead corridor management planning, market and promote portions of the scenic system, and coordinate development of grant applications to the National Scenic Byway Program.

WSDOT will continue to provide information and improve assistance to the public, private, and non-profit organizations, and look for opportunities to link them with other state and regional resources. WSDOT will support formal and informal connections between corridor management planning and other required state, regional, and local planning processes.

Section 3: Recommendations to Improve Scenic and Recreational Highways in Washington

Establishing Statewide Goals and Performance Measures

Setting goals and collecting and evaluating performance data helps to gauge continued progress toward increasing stewardship, planning, and tourism/traveler services for Washington's Scenic and Recreational Highways.

The recommended performance measures are an expansion of an existing process, to better enable Washington State to evaluate progress toward goals and objectives. As new performance measures are initiated, they should be regularly evaluated to determine if the measures are effective, or if modifications are needed.

There may also be opportunities to improve the performance measures in the future using new local, state, and national data. Changes to the census and other national, regional, and local transportation surveys have the potential to increase the amount and quality of available information. This may change data collection significantly in the future, and would also necessitate periodic reevaluation of Washington's performance measures.

Understanding existing goals and performance measures

Goals and performance measures related to Scenic and Recreational Highways can be found for a number of other state and federal programs within several agencies.

WSDOT has made efforts to avoid duplication of data collection and reporting by reviewing and summarizing the performance measures of complimentary state and federal programs. A more detailed discussion of this information can be found in *Background Paper #2: Goals, Benchmarks and Performance Measures*.

Connecting to State Transportation Policy Goals

Through the Plan development process, common goals emerged. Local Byway Corridor Management Plans, regional agencies like the Columbia River Gorge Commission, FHWA, the Governor's Climate Challenge, State Transportation Policy Goals, and State Tourism Commission's Strategic Plan all establish specific measures in pursuit some shared goals for Scenic and Recreational Highways including:

- **Stewardship** – protecting, preserving, enhancing resources
- **Tourism/Traveler Services** – increasing and enhancing traveler experience and access
- **Planning and Integration** – developing and implementing management plans through coordination with other agencies and organizations.

These simple statewide goals also meet the recommended criteria for best practice in performance measurement outlined within this report. Perhaps most importantly, these goals are consistent with the Transportation Policy Goals established by the 2007 State Legislature (RCW 47.04.280). The goals should be refined however to establish a timeframe within which to accomplish the goal; 20 to 25 years is suggested as the maximum time allotted to achieving these goals.

How do these goals relate to the five State Transportation Policy Goals?

Each of the three primary elements identified for the Scenic and Recreational Highway System helps to support the State Transportation Policy Goals, particularly in the areas of safety, mobility and environment. (See the 5 State Transportation Policy Goals on Page 5 of this Plan).

State Safety Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

- Tourism/Traveler Services – increasing and enhancing access

State Environmental Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and

- Stewardship – protecting and preserving resources
- Planning – developing and implementing management plans

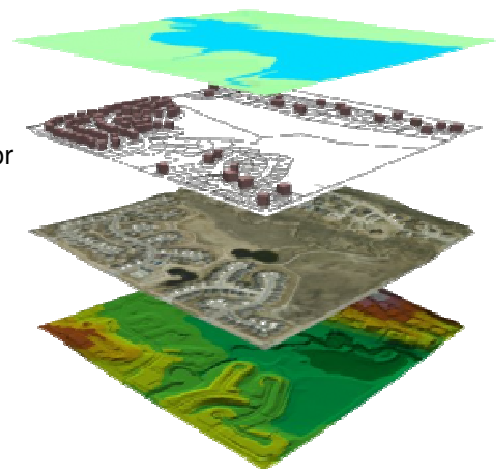
State Mobility Policy Goal: To improve the predictable movement of goods and people throughout Washington State;

- Tourism/Traveler Services – increasing and enhancing access

Performance Measures for Preserving Scenic and Recreational Resources

The goal of preserving and enhancing scenic and recreational resources through increasing planning, and integration, traveler services/tourism, and stewardship was articulated by the steering committee for this Plan and also through public comments received during plan development. In order to measure progress toward meeting goals associated with the State's Transportation Policy Goal for the Environment, WSDOT developed a "*Resource Planning Index*" or system for measuring preservation and sustainability throughout the Scenic and Recreational Highway System.

Building on the visual assessments of the past, the Resource Planning Index compiles data associated with Scenic and Recreational Highways and offers a series of outcome-based measures to enable benchmarking and communication of performance.



Consistent with the criteria identified in state law, some of the data to be compiled and mapped collectively include:

- Natural Area Preserves
- Natural Resource Conservation Areas
- Parks
- Reserves
- Forests
- Historic locations
- Major destinations
- Water bodies
- Natural Heritage Areas
- Current and future land use

Additionally, some opportunities for preservation considered in the proposed *Stewardship Index* include:

- Locations where important wildlife corridors cross Scenic and Recreational Highways may provide opportunities for habitat preservation or (in the case of major highways) bridges for wildlife passage.
- Private land in proximity to existing protected land provides opportunity to expand that protected area through the purchase of land or conservation easements.
- Locations where highway culverts block fish passage are opportunities for culvert removal/redesign and streambed restoration.
- Water bodies, streams, and wetlands in close proximity to highways provide opportunities for runoff management and stream flow restoration.
- Locations within existing protected lands provide opportunities for enhancing the viability of those areas as functioning ecosystems (e.g., through addressing fish passage issues)
- Locations in proximity to registered historic sites provide opportunities to mitigate the impacts of highway traffic on those sites.

Locations that have several opportunities for stewardship were identified as “hot spots” of stewardship potential. **See Figures 2 and 3: Resource Planning Index Map.** A more detailed discussion of the methodology for calculating the *Resource Planning Index* values at locations along Scenic and Recreational Highways is described in the separate report titled, *Resource Planning Index Report* by University of Washington.

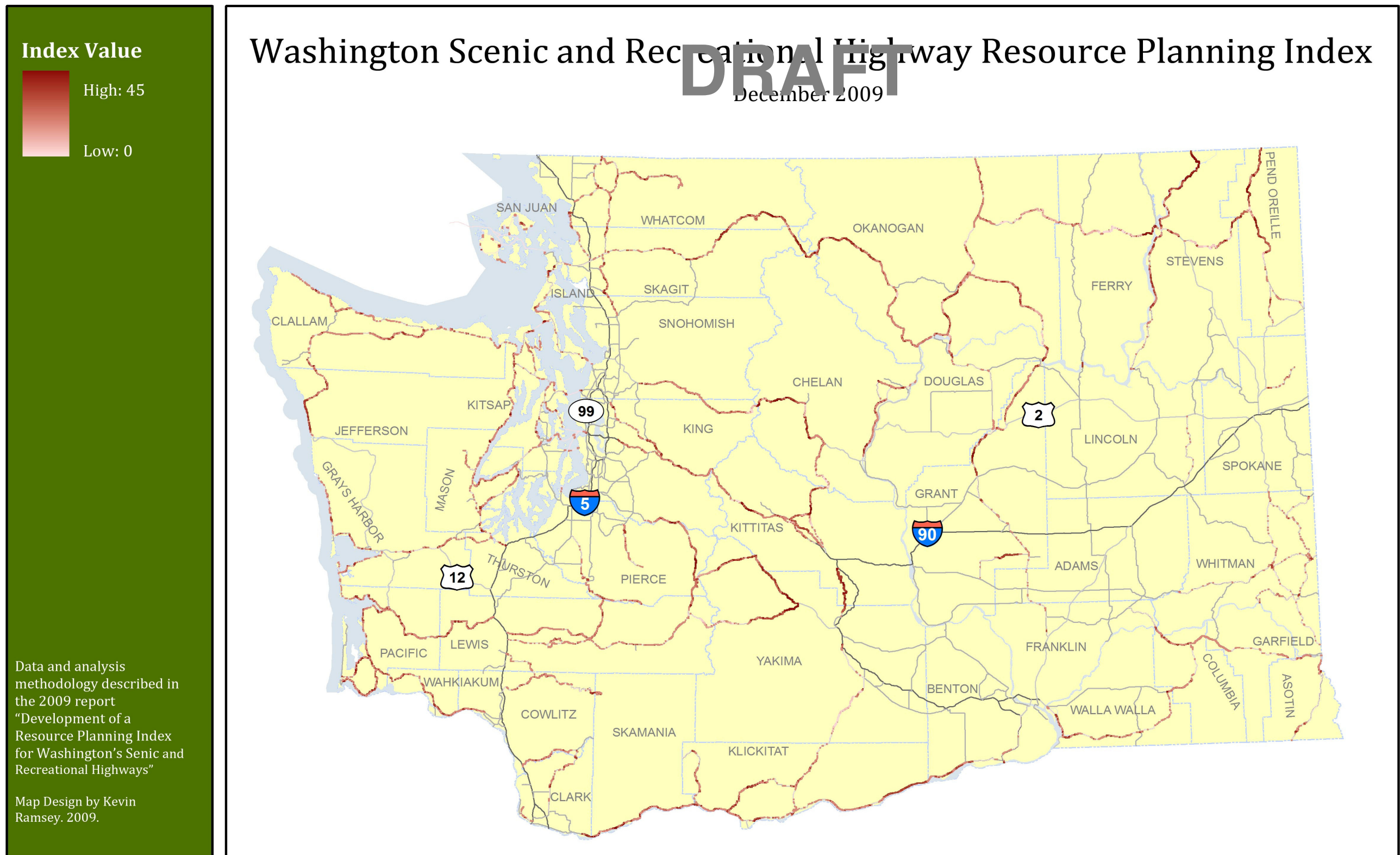


Figure 1: Resource Planning Index Values for Scenic and Recreational Highways

Locations of highest potential

1. US route 101 along the west coast of the Olympic Peninsula
2. U.S. route 101 near Willapa National Wildlife Refuge
3. Highway 14 east of Washougal
4. SR 142 near Klickitat
5. SR 410 in Mt. Rainier National Park and east to SR 12 junction
6. SR 821 along Yakima River
7. I 90 east of Kachess Lake
8. SR 97 near Liberty
9. SR 2 east of Stevens Pass
10. SR 20 from North Cascades National Park to Rainy Pass
11. SR 17 near Lenore Lake
12. SR 25 south of the Canadian border
13. SR 31 south of the Canadian border

Data and analysis methodology described in the 2009 report "Development of a Resource Planning Index for Washington's Scenic and Recreational Highways" prepared for WSDOT by Kevin Ramsey.

Map design: Kevin Ramsey, 2009.

Locations of Highest Potential for Protecting, Preserving, and Enhancing Resources Associated with Washington Scenic and Recreational Highways

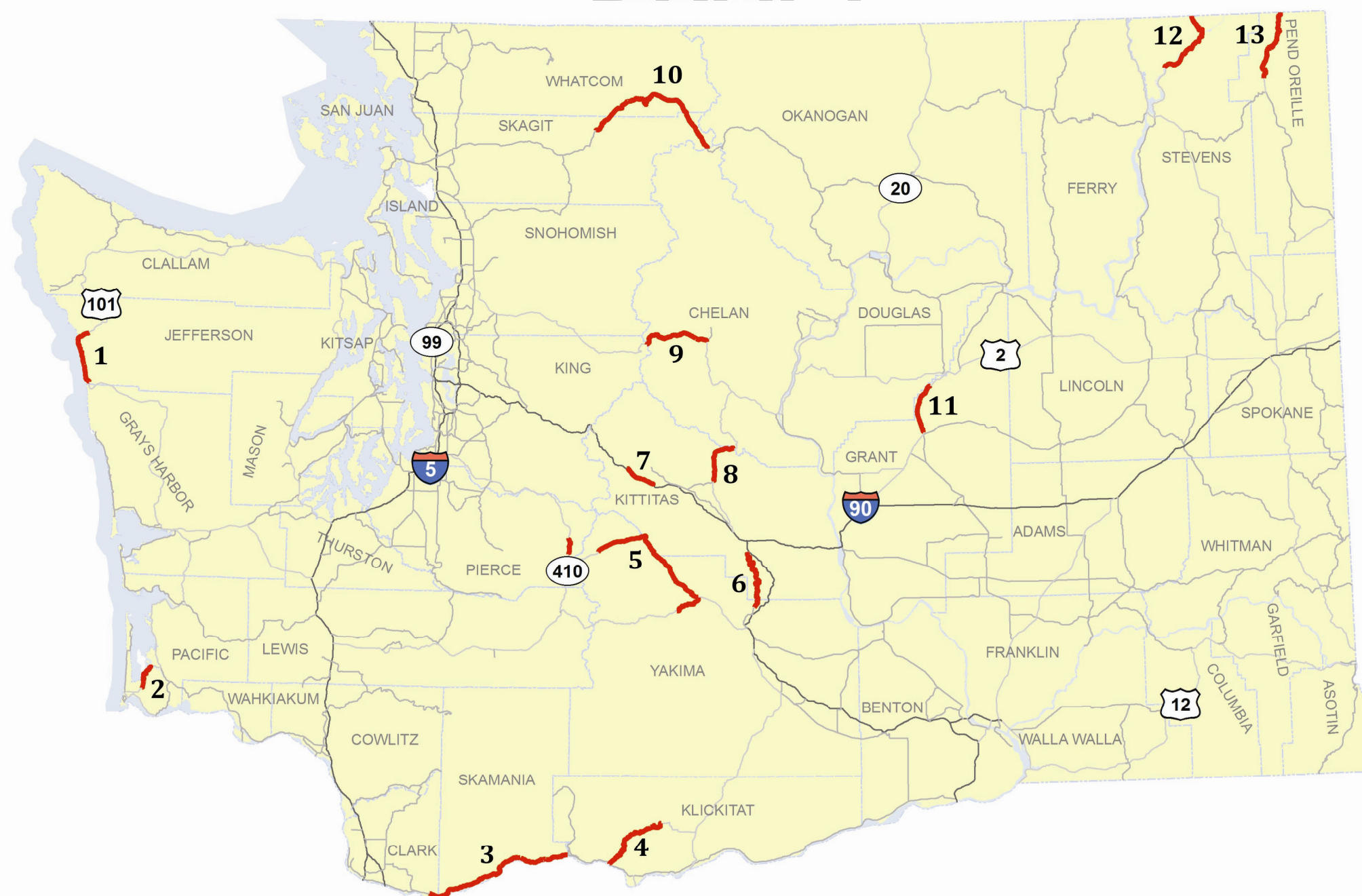


Figure 2: Locations of Highest Potential for Protecting, Preserving, and Enhancing Resources Associated with Washington Scenic and Recreational Highways

State Transportation Safety Goal: To provide for and improve the safety and security of transportation customers and the transportation system.	
Scenic and Recreational Highways Safety Goal:	<i>Increase traveler safety and traveler services on Washington's Scenic and Recreational Highways.</i>
WSDOT Implementation Steps:	I. Scenic and recreational highways will be considered in all WSDOT transportation plans and corridor studies; from the project level to the programmatic level.
	II. WSDOT will continue to partner with state agency representatives, organizations and local byway groups that play a role in supporting the scenic and recreational highway system.
	III. WSDOT will partner with other agencies and organizations to include tourism and travelers services in transportation improvement projects.
	IV. WSDOT will refine our processes to include routine consideration of traveler services.
Performance Measures:	Elimination of known risk locations/factors in the vicinity of important tourism destination points.
	Number of traveler information signs maintained at priority locations.
	Number of visitor centers and rest areas at priority locations on scenic and recreational highways.
	Number of viewpoints and traveler areas on scenic and recreational highways.



State Transportation Environment Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment;	
Scenic and Recreational Highways Environment Goal:	<i>Plan for, protect, preserve, and enhance scenic and recreational resources associated with the State's Scenic and Recreational Highways.</i>
WSDOT Implementation Steps:	I. During the local agency public comment period, WSDOT will review and provide comment when needed on local land use decisions associated with scenic and recreational highways.
	II. WSDOT will partner to protect, preserve and enhance resources associated with scenic and recreational highways.
	III. WSDOT will coordinate with local agencies and organizations developing climate adaptation plans associated with scenic and recreational highways.
Performance Measures:	Number of acres of land along scenic and recreational highways transferred for conservation purposes through various conservation programs.
	Number of acres of land along scenic and recreational highways protected as working farms and forests, conservation lands, and open space through purchases, sales, transfers, and exchanges.
	Number of local byway corridor management plans recognized through other planning processes at the local, regional, and/or state level.
	Fish barrier removal associated with scenic and recreational highways
	Water quality improvement efforts, habitat restoration, or other environmental mitigation efforts in the vicinity of scenic and recreational highways.
	Number of significant stewardship sites protected or enhanced.
	Percentage of local development decisions that are reviewed by WSDOT during the land use permitting process.



State Transportation Mobility Goal: To improve the predictable movement of goods and people throughout Washington State.	
Scenic and Recreational Highways Mobility Goal:	<i>Increase public access to scenic and recreational resources associated with Washington's Scenic and Recreational Highways.</i>
WSDOT Implementation Steps:	I. During the local agency public comment period, WSDOT will review and provide comment when needed on local land use decisions associated with scenic and recreational highways. II. WSDOT will pursue partnerships for enhancing access to recreational areas associated with scenic and recreational highways. III. WSDOT and other state agency plans, policies, and standards will recognize bicycling and walking as viable modes of transportation and as being supportive of sustainability, tourism and economic development in Washington.
Performance Measures:	Number of acres of land along scenic and recreational highways transferred for recreation purposes through various conservation programs. Number of acres of land along scenic and recreational highways protected as recreation areas, park lands, and open space through purchases, sales, transfers, and exchanges. Number of local byway corridor management plans recognized through other planning processes at the local, regional, and/or state level. Miles of accessible trails associated with scenic and recreational highways. Percentage of local development decisions that are reviewed by WSDOT during the land use permitting process.



Section 4: Implementing the Plan

How will the state meet the goals of this Plan?

In order to implement the Scenic and Recreational Highways Plan, local governments, regional and state agencies will have to take coordinated implementations steps. Increased support and awareness will be necessary to meet the goals of this Plan and ensure state's most spectacular and diverse landscapes, including scenic, natural, recreational, cultural, and historic resources remain intact for generations to come. The following section discusses some specific objectives and performance measures to help move toward the goals of this Plan.

Commitment to the Plan

WSDOT's commitment and focus

WSDOT is committed to a transparent program that balances all the elements of the Scenic and Recreational Highways including tourism/traveler services, planning and integration, and stewardship of the resources associated with these sections of state highway. WSDOT will continue to improve assistance to the public, private, and non-profit groups (i.e., byway groups, local business community, interested citizens) and look for opportunities to link them with other state and regional resources. WSDOT will support formal and informal connection between corridor management planning and other required state, regional and local planning processes and continue to strengthen partnerships with other agencies to meet state and federal requirements.

Need better integration of Corridor Management Plans within local and regional planning processes

As part of the development of this Plan, WSDOT conducted a review of local and regional transportation plans to determine how they are addressing Scenic and Recreational Highways and if corridor management plans developed for portions of Scenic and Recreational Highways were being integrated into local and regional transportation and land use planning processes.

There are 24 corridor management plans, representing an investment of over \$3 million in federal and state funding, completed for approximately 2,900 miles of Washington's Scenic and Recreational Highway System to date. These plans contain data, goals, and priorities that were developed by local interest groups and partner agencies and organizations.

This important information has, in most cases, not made its way into local comprehensive plans or regional transportation plans. Formally and informally connecting these planning processes would not only be an efficiency, but also create new opportunities and resources for increasing access to, protecting, and preserving resources associated with the Scenic and Recreational Highways.

Conclusions

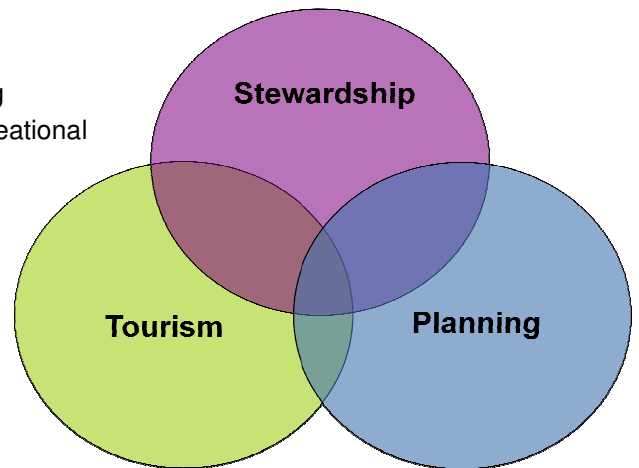
Washington residents value scenic and recreational resources

Public comments we collected confirmed that Washingtonians value their scenic and recreational resources and want to preserve them for generations to come. The Plan establishes goals and performance measures to help develop partnerships necessary to preserve and enhance the state's most spectacular and diverse landscapes associated with the state's scenic and recreational highways including scenic, natural, recreational, cultural, and historic resources.

A balanced approach is needed to preserve and enhance resources associated with Scenic and Recreational Highways

Three primary elements for the Scenic and Recreational Highway System that also support the State Transportation Policy goals include:

- **Stewardship** – protecting, preserving, and enhancing resources associated with the State Scenic and Recreational Highways.
- **Tourism/Traveler Services** – enhancing access to resources associated with Scenic and Recreational Highways.
- **Planning and Integration** – improving the implementation of corridor management plans by connecting them with other required local, regional and state plans.



Performance measurement is a vital step

Regular monitoring and evaluation of these performance measures helps ensure that Scenic and Recreational Highways are better integrated into daily state agency operations and the planning and project development of other agencies and organizations. Benchmarking and performance measures also help document improvements throughout the state, providing data that can be used to describe progress toward the goals to the legislature and the general public.

Need better integration of Corridor Management Plans

There are 24 corridor management plans, representing an investment of over \$3 million in federal and state funding, completed for approximately 2,900 miles of Washington's Scenic and Recreational Highway System to date. These plans contain data, goals, and priorities that were developed by local interest groups and partner agencies and organizations.

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